

Site Assessments of Rejected Green Belt Sites for Broad Location 4

**Cambridge City Council / South Cambridgeshire District Council
Green Belt Site and Sustainability Appraisal Assessment Proforma**

Site Information	Broad Location 4 Hauxton Road
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Site reference number(s): SC68

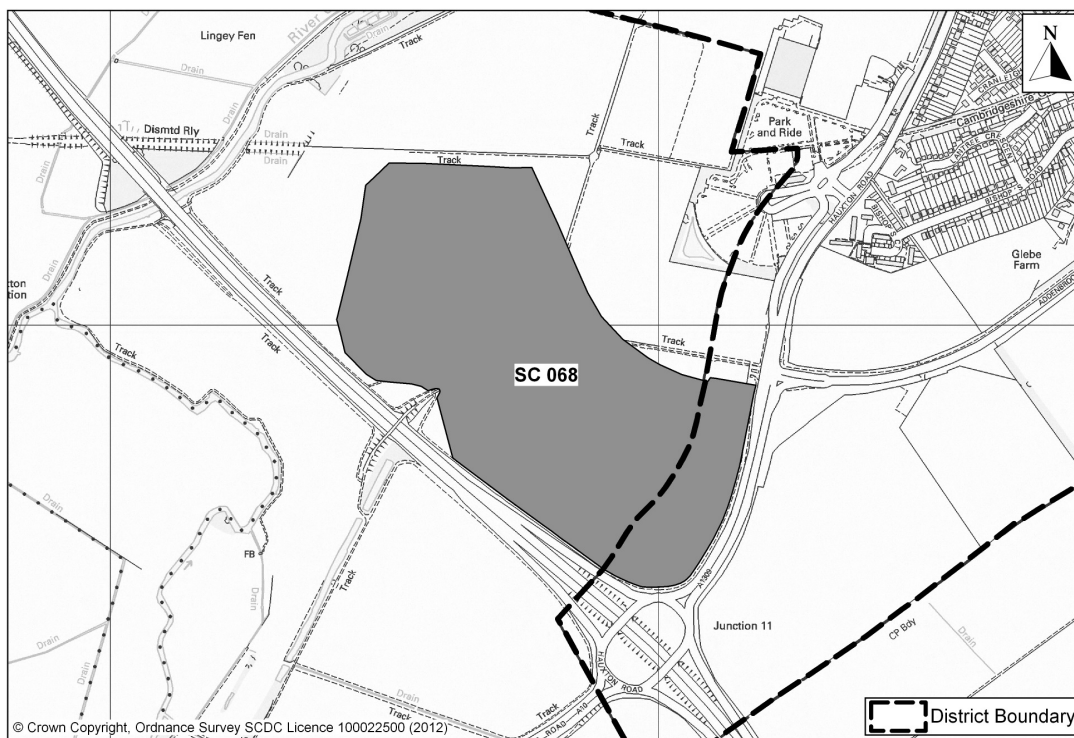
Site name/address: Land west of Hauxton Road, Trumpington

Functional area (taken from SA Scoping Report): *City only (South)*

Photo:

View from the M11 looking north east across the site. Temporary soil bund to left. Hauxton Road to right in middle distance.

Map:



Site description:

The site lies to the south of Trumpington and consists of a large area of open countryside immediately northeast of Junction 11 of the M11. The adjoining City SHLAA sites CC914a and CC914b adjoin the A1309 Hauxton Road to the east and the M11 to the south. The north western and northern boundaries are undefined on site but will abut the planned boundaries of a larger approved urban extension comprising 1,200 dwellings and its accompanying Country Park.

The site is generally flat but gently slopes down towards the M11 and the north-western corner where it drains into the river Cam. The site has no distinguishing features save for the remains of “Shepherds Cottage” towards the middle of the site.

Current use:

Arable agriculture

Proposed use(s):

Site SC68 (and CC914a) - A further urban extension of the consented Trumpington Meadows residential community, for approximately 500 dwellings and associated landscape and drainage proposals, play spaces, community allotments, new woodland, additional meadow land, infrastructure, access, and parking

SHLAA sites SC69 and CC914b are for the same land, but for fewer houses and including a Community Stadium.

Site size (ha): 27.56

Assumed net developable area: Around 50% of site area.

Assumed residential density: 40 dph

Potential residential capacity: Up to 500 dwellings

Site owner/promoter: Known

Landowner has agreed to promote site for development?: Yes

Site origin: SHLAA Call for Sites

Relevant planning history:

2008. This is part of a larger site, which was the subject of an outline planning application S/0054/08/O. This outline has granted consent for 1200 dwellings to the north of this site and a Country Park to the northwest. A reserved matter planning consent has been granted for 353 dwellings and construction has started on site. Also to the north a reserved matters planning consent has been granted for a two-form entry Primary School (420 pupils). Construction work is due to start soon with completion in mid 2013.

2006. The land to the north which is now consented was taken out of the Green Belt. The Cambridge Local Plan Inspector justified this for the following reasons: the high proportion of previously developed land on the Monsanto site, the sustainability of the location close to services and facilities with good public transport, the lack of evidence for noise and amenity issues from the M11 and the existing harsh urban edge in this location which could be replaced by a distinctive gateway development.

Level 1		
Part A: Strategic Considerations		
Conformity with the Council's Sustainable Development Strategy (SDS)		
Criteria	Performance	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
Green Belt		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.85km	Red: Extending the urban edge further south would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	Amber: The development moves the urban edge further southwest would decrease the distance between the City and Hauxton. Development on this site would link physically and visually with that at Trumpington Meadows and Glebe Farm
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City
Key views of Cambridge / Important views	R = Significant negative impact from loss or	Red: Development would extend the urban edge down a

	degradation of views.	visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation	Red: Development would extend the urban edge down the slope to meet the M11 corridor and effectively lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge.
Distinctive urban edge	R = Existing high quality edge, significant negative impacts incapable of mitigation	Red: The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape.
Green corridors penetrating into the City	A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation	Amber: The development site would intrude into the river corridor and visually dominate it.
The distribution, physical separation, setting, scale and character of Green Belt villages	A = Negative impacts but capable of partial mitigation	Amber: Decreases distance between City and Hauxton. Development is set high relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter relationship between the two.
A landscape which has a strongly rural character	A = No impacts or impacts capable of mitigation	Amber: The landscape is rural, although clearly an urban edge site.
Overall conclusion on Green Belt	RR = Very high and high impacts	The development site is open and highly visible from areas to the west, south and southeast.

		There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted / or impacts are capable of mitigation	Amber: The northern boundary lies close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation.
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: The applicant has commented that the development would be accessed and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings. County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification accommodate additional traffic. <i>CCC Highways (Ian Dyers team to provide details)</i>

<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative impacts capable of appropriate mitigation.</p>	<p>A full transport assessment would be required to accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity.</p> <p>Development for 500 homes could generate a need for 4,250 all mode daily trips based on Southern Corridor Area Transport Plan trip rates.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative impacts capable of appropriate mitigation.</p>	<p>Amber: A full transport assessment would be required to accompany any application. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>G = No impact</p>	<p>Green: The site is part of a larger site including land in Cambridge but it would not prejudice their development. The development would form a further phase of the Trumpington Meadows development.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p>	<p>G = No</p>	<p>Green:</p>
<p>Timeframe for bringing the site forward for development?</p>	<p>A = Start of construction between 2017 and 2031</p>	<p>Amber: The Call for Sites questionnaire states that development is possible between 2011 and 2016, but that is considered to be unrealistic.</p>
<p>Would development of the site require significant new / upgraded utility infrastructure?</p>	<p>A = Yes, significant upgrades likely to be required, constraints capable of appropriate</p>	<p>Amber: Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable</p>

	mitigation	<p>from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Significant reinforcement would be required to support the development.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Provisional assessment. The consented development to the north includes a 420 place, 2 forms of entry Primary School sufficient to serve that development, located to the west of the Park & Ride site and incorporating open space for play and sports use. After allowing for surplus school places, the development of a

		<p>site of this size would be likely to have to make provision on site for new primary school education, and possibly in combination with other sites, for secondary school education. The new primary school on the consented site is being built on a tight site with limited capacity for expansion. The proposed additional housing is not great enough by itself to justify an additional new primary school. It is unclear whether the existing primary school could be expanded into a 3 form of entry school sufficient to provide primary education to children from this site, but this is considered to be unlikely without the redesign of part of the consented site to provide for a bigger school site.</p>
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p>	<p>G = Site is not within an allocated or safeguarded area.</p>	<p>Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</p>
<p>Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?</p>	<p>A = Site or part of site within the SZ</p>	<p>Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development</p>

		and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.
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Level 2

Accessibility to existing centres and services

Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.20km ACF - Trumpington
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.40km ACF - Trumpington
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site would integrate with new community to be developed at Trumpington Meadows
How far is the nearest secondary school?	A = 1-3km	Amber: 1.40km ACF – Parkside Federation Proposed School at Clay Farm.
How far is the nearest primary school?	<p>City preference:</p> <p>G = <400m or non-housing allocations or site large enough to provide new school</p> <p>SCDC:</p> <p>G = <1km or non housing allocation or site large enough to provide new school</p>	Green: Measured to the new primary school at Trumpington Meadows.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:

Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G = No	Green:
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not applicable
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	Green Green: The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.99km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: No loss of employment land.
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple	Amber:

	Deprivation 2010.	
Sustainable Transport		
Criteria	Performance	Comments
CITY What type of public transport service is accessible at the edge of the site?	A = service meets requirements of high quality public transport in most but not all instances	Amber: Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
CITY How far is the site from an existing or proposed train station?	R = >800m	Red: 3.12km ACF – Great Shelford. From approximate centre of site
CITY What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: Provided the link from Harston/Hauxton to Trumpington Meadows is provided. This would provide a good route to the busway but, as above, the route to Trumpington is poor.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Green: 532m ACF to Trumpington Park and Ride from the centre of the site.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Green, Green: 10 minute service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Green, Green: 18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.85km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red:
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: Site adjoins the M11 and A1309 which already experience poor air quality.

<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>There are high levels of ambient / diffuse traffic noise and other noise sources. Noise likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and at least half the site nearest M11 and to a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing M11 / , acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p>
<p>Are there potential light pollution problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: Residents of the site may experience impacts from road lighting and headlights.</p>
<p>Are there potential odour problems if the site is developed, as a receptor or generator?</p>	<p>G = No adverse effects or capable of full mitigation</p>	<p>Green:</p>
<p>Is there possible contamination on the site?</p>	<p>A = Site partially within or adjacent to an area with a</p>	<p>Amber: Land contamination found at former Monsanto site, site may</p>

	history of contamination, or capable of remediation appropriate to proposed development	require further investigation.
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone?	G = Not within SPZ1 or allocation is for greenspace	Green:

Protecting the townscape and historic environment (<i>Landscape addressed by Green Belt criteria</i>)		
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red: All of site is grade 2 land.
Would development make use of previously developed land (PDL)? CITY	R = No	Red: No/insignificant PDL on site.
Would development make use of previously developed land (PDL)? SCDC	A = No	Amber:

Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact	G = Does not contain, is not	Green:

upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	adjacent to or local area will be developed as greenspace	
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Greatest impact would be upon farmland species for which this parcel of land has been specifically set-a-side to mitigate the adjacent residential development of Trumpington Meadows. Farmland species including large flocks of golden plover, common toad, brown hares and skylark would be lost. Opportunity for habitat linkage/enhancement/restoration by attenuation measures.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green:
Any other information not captured above?		
No Public Rights of Way but a footpath link across the site is planned to link the planned country parks north and south of the M11 which passes through the proposed site.		
Health facilities. Plans in place for the planned development at the Southern Fringe will provide for enough capacity for the growth currently planned. Any additional development on the fringes is likely to need new infrastructure.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context - Close to M11 and Hauxton Road, air quality and noise

		concerns over part of site due to proximity to M11
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

Cambridge City Council / South Cambridgeshire District Council

Green Belt Site and Sustainability Appraisal Assessment Proforma

Site Information	Broad Location 4 Hauxton Road
Site reference number(s): CC914b	
Site name/address: Land west of Hauxton Road, Trumpington	
Functional area (taken from SA Scoping Report): South (<i>City only</i>)	
Photo: View from Hauxton Road looking north west. Site in immediate foreground.	
Map:	
Site description: The site lies to the south of Trumpington and consists of open countryside immediately northeast of Junction 11 of the M11 and adjoining the A1309. The adjoining South Cambridgeshire SHLAA sites SC68 and SC69 lie to the west and adjoin the M11 to the south. The north boundary will abut the planned boundaries of a larger approved urban extension comprising 1,200 dwellings and its accompanying Country Park. The wider site is generally flat but gently slopes down towards the M11 and the north-western corner where it drains into the river Cam. The wider site has no distinguishing features save for the remains of “Shepherds Cottage” towards the middle of the site.	
Current use: Arable agriculture	

Proposed use(s):

Site CC914b (and SC69) - A further urban extension of the consented Trumpington Meadows residential community, for approximately 420 dwellings with additional sports facilities between the new urban edge and the M11 and a new Community Stadium, together forming the Cambridge Sporting Village development (including relocation of Cambridge United FC). The wider site also has the potential to accommodate the relocation of Cambridgeshire Constabulary from Parkside.

SHLAA sites SC68 and CC914a are for the same land, but with more houses and without the Community Stadium.

Site size (ha): 4.65

Assumed net developable area: n/a

Assumed residential density: n/a

Potential residential capacity: Ascribed to sites SC68 and SC69

Site owner/promoter: Known.

Landowner has agreed to promote site for development?: Yes

Site origin: SHLAA Call for Sites

Relevant planning history:

2008. This is part of a larger site, which was the subject of an outline planning application S/0054/08/O. This outline has granted consent for 1200 dwellings to the north of this site and a Country Park to the northwest. A reserved matter planning consent has been granted for 353 dwellings and construction has started on site. Also to the north a reserved matters planning consent has been granted for a two-form entry Primary School (420 pupils). Construction work is due to start soon with completion in mid 2013.

2006. The land to the north which is now consented was taken out of the Green Belt. The Cambridge Local Plan Inspector justified this for the following reasons: the high proportion of previously developed land on the Monsanto site, the sustainability of the location close to services and facilities with good public transport, the lack of evidence for noise and amenity issues from the M11 and the existing harsh urban edge in this location which could be replaced by a distinctive gateway development.

Level 1**Part A: Strategic Considerations****Conformity with the Council's Sustainable Development Strategy (SDS)**

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.

Green Belt		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.85km	Red: Extending the urban edge further south would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City.	Red: Extending the urban edge further south would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City.
A = Some impact, but capable of mitigation	Amber: The development moves the urban edge further southwest would decrease the distance between the City and Hauxton. Development on this site would link physically and visually with that at Trumpington Meadows and Glebe Farm	Amber: The development moves the urban edge further southwest would decrease the distance between the City and Hauxton. Development on this site would link Physically and visually with that at Trumpington Meadows and Glebe Farm
RR = Very high and high impacts	Red Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City	Red Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City
R = Significant negative impact from loss or degradation of views.	Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south.	Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south.
R = Existing high quality edge, significant negative impacts incapable of	Red: Development would extend the urban edge down the slope to meet the	Red: Development would extend the urban edge down the slope to meet the

mitigation	M11 corridor and effectively lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge.	M11 corridor and effectively lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge.
R = Existing high quality edge, significant negative impacts incapable of mitigation	Red: The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape.	Red: The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape.
A = Negative impact from loss of land forming part of green corridor	Amber: The whole development site would intrude into the river corridor and visually dominate it.	Amber: There would be adverse visual impact on the River Cam corridor.
A = Negative impacts but capable of partial mitigation	Amber: Decreases distance between City and Hauxton. Development is set high relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter relationship between the two.	Amber: Decreases distance between City and Hauxton. Development is set high relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter relationship between the two.
A = No impacts or impacts capable of mitigation	Amber: The landscape is rural, although clearly an urban edge site.	Amber: The landscape is rural, although clearly an urban edge site.
RR = Very high and high impacts	Red Red: The development site is open and highly visible from areas to the west, south and southeast. There would be a significant	Red Red: The development site is open and highly visible from areas to the west, south and southeast. There would be a significant

	adverse impact on the purposes of Green Belt in terms of openness and setting of the City.	adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green: Site is not near to an SSSI
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is / less sensitive / not likely to be impacted / or impacts are capable of mitigation	This site is only developable in tandem with land in South Cambridgeshire. The northern boundary of adjoining sites SC68 and SC69 lie close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation.
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green: Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: This site is only developable in tandem with land in South Cambridgeshire. The applicant has commented that the development would be accessed and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings. County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification

		accommodate additional traffic.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative impacts capable of appropriate mitigation.	Amber: This site is only developable in tandem with land in South Cambridgeshire. A full transport assessment would be required to accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity. Development for 500 homes could generate a need for 4,250 all mode daily trips based on Southern Corridor Area Transport Plan trip rates. The likely daily trip generation of the community stadium and sports village would be additional and will need to be assessed.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative impacts capable of appropriate mitigation.	Amber: This site is only developable in tandem with land in South Cambridgeshire. A full transport assessment would be required to accompany any application. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No	Green: The site is part of a larger site including land in South Cambridgeshire but it would not prejudice their development. The development would form a further phase of the Trumpington Meadows development.

Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: Not aware of any legal issues/covenants
Timeframe for bringing the site forward for development?	A = Start of construction between 2017 and 2031	Amber: The Call for Sites questionnaire states that development is possible between 2011 and 2016, but that is considered to be unrealistic.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation.	<p>Amber: Improved utility infrastructure is likely to be required as follows. This site is only developable in tandem with land in South Cambridgeshire.</p> <p>Electricity - Not supportable from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Significant reinforcement would be required to support the development.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this</p>

		<p>development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: Provisional assessment. This site is only developable in tandem with land in South Cambridgeshire. The consented development to the north includes a 420 place, 2 forms of entry Primary School sufficient to serve that development, located to the west of the Park & Ride site and incorporating open space for play and sports use. After allowing for surplus school places, the development of a site of this size would be likely to have to make provision on site for new primary school education, and possibly in combination with other sites, for secondary school education. The new primary school on the consented site is being built on a tight site with limited capacity for expansion. The proposed additional housing is not great enough by itself to justify an additional new primary school. It is unclear whether the existing primary school could be expanded into a 3 form of entry school sufficient to provide primary education to children from this site, but this is considered to be unlikely without the redesign of part of the consented site to provide for a bigger school site.</p>

Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	<p>Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</p>
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R= >800m	Red: 1.20km ACF - Trumpington
How far is the nearest health centre or GP service in Cambridge?	R= >800m	Red: 1.40km ACF - Trumpington
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or	

	appropriate mitigation possible	
Site integration with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site would integrate with new community to be developed at Trumpington Meadows. The new community stadium and playing fields would create a facility of importance for communities from across the County
How far is the nearest secondary school?	A = 1-3km	Amber: 1.40km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: G = <400m or non-housing allocations or site large enough to provide new school SCDC: G = <1km or non housing allocation or site large enough to provide new school	Green: Measured to the new primary school at Trumpington Meadows.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:
Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G = No	Green:
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not applicable

<p>If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?</p>	<p>GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards</p>	<p>Green Green: This site is only developable in tandem with land in South Cambridgeshire.</p> <p>The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.</p>
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Supporting Economic Growth

Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	2.99km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	

Sustainable Transport

Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	A = service meets requirements of high quality public transport in most but not all instances	Amber: Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
How far is the site from an existing or proposed train station?	R= >800m	Red: 3.12km ACF – Great Shelford
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: Provided either the link along Hauxton Rd is widened or there is an alternative link to Trumpinton Meadows. It should also link to the Hauxton/Harston route. The ongoing route to Trumpington remains poor.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail	Within 600m (4)	Green: 532m ACF to Trumpington Park and Ride

station		from centre of site
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Green, Green: 10 minute service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Green, Green: 18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.85km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red:
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: This site is only developable in tandem with land in South Cambridgeshire. Site adjoins the M11 and A1309 which already experience poor air quality.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: There are high levels of ambient / diffuse traffic noise and other noise sources. Noise likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and at least half the site nearest M11 and to a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful

		<p>orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing M11 / , acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium would need noise impact assessment and careful design and integration with any nearby housing.</p>
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	<p>Amber: Residents of the site may experience impacts from road lighting and headlights.</p> <p>Stadium floodlighting would need careful design but can be conditioned.</p>
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green:
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Land contamination found at former Monsanto site, site may require further investigation.
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone? Groundwater sources (e.g.	G = Not within SPZ1 or allocation is for greenspace	Green:

wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.		
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Protecting the townscape and historic environment (*Landscape addressed by Green Belt criteria*)

Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.

Making Efficient Use of Land

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Some loss of grades 1 and 2 land	Amber: All of wider site is grade 2 land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:

Biodiversity and Green Infrastructure

Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer	G = Development could	Green: The Call for Sites

opportunity for green infrastructure delivery?	deliver significant new green infrastructure	questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Greatest impact would be upon farmland species for which this parcel of land has been specifically set-a-side to mitigate the adjacent residential development of Trumpington Meadows. Farmland species including large flocks of golden plover, common toad, brown hares and skylark would be lost. Opportunity for habitat linkage/enhancement/restoration by attenuation measures.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green:
Any other information not captured above?		
<p>No Public Rights of Way but a footpath link across the site is planned to link the planned country parks north and south of the M11 which passes through the proposed site.</p> <p>Health facilities. Plans in place for the planned development at the Southern Fringe will provide for enough capacity for the growth currently planned. Any additional development on the fringes is likely to need new infrastructure.</p> <p>A Community Stadium could lead to match-day, on-street parking problems in the locality of the stadium, and impact the availability of parking spaces at the Park and Ride site on Saturday afternoons. Evening games after the close of Park and Ride services may pose fewer parking impacts on the P&R site but would also see more fans travelling to matches by car due to the reduced level of public transport services. It may be possible to mitigate such impacts through appropriate conditions and design.</p>		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red :
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber:
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from	R = Unlikely to be viable,	

consultants)	A = May be viable G = Likely to be viable	
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**Cambridge City Council / South Cambridgeshire District Council
Green Belt Site and Sustainability Appraisal Assessment Proforma**

Site Information	Broad Location 4 Hauxton Road
Site reference number(s): CC914a	
Site name/address: Land west of Hauxton Road, Trumpington	
Functional area (taken from SA Scoping Report): South (<i>City only</i>)	
Photo: View from Hauxton Road looking north west. Site in immediate foreground.	
Map:	
Site description:	
<p>The site lies to the south of Trumpington and consists of open countryside immediately northeast of Junction 11 of the M11 and adjoining the A1309. The adjoining South Cambridgeshire SHLAA sites SC68 and SC69 lie to the west and adjoin the M11 to the south. The north boundary will abut the planned boundaries of a larger approved urban extension comprising 1,200 dwellings and its accompanying Country Park.</p> <p>The wider site is generally flat but gently slopes down towards the M11 and the north-western corner where it drains into the river Cam. The wider site has no distinguishing features save for the remains of “Shepherds Cottage” towards the middle of the site.</p>	
Current use: Arable agriculture	

Proposed use(s):

Site CC914a (and SC68) - A further urban extension of the consented Trumpington Meadows residential community, for approximately 500 dwellings and associated landscape and drainage proposals, play spaces, community allotments, new woodland, additional meadow land, infrastructure, access, and parking

SHLAA sites SC69 and CC914b are for the same land, but for fewer houses and including a Community Stadium.

Site size (ha): 4.65

Assumed net developable area: n/a

Assumed residential density: n/a

Potential residential capacity: Ascribed to Sites SC68 and SC69

Site owner/promoter: Known.

Landowner has agreed to promote site for development?: Yes

Site origin: SHLAA Call for Sites

Relevant planning history:

2008. This is part of a larger site, which was the subject of an outline planning application S/0054/08/O. This outline has granted consent for 1200 dwellings to the north of this site and a Country Park to the northwest. A reserved matter planning consent has been granted for 353 dwellings and construction has started on site. Also to the north a reserved matters planning consent has been granted for a two-form entry Primary School (420 pupils). Construction work is due to start soon with completion in mid 2013.

2006. The land to the north which is now consented was taken out of the Green Belt. The Cambridge Local Plan Inspector justified this for the following reasons: the high proportion of previously developed land on the Monsanto site, the sustainability of the location close to services and facilities with good public transport, the lack of evidence for noise and amenity issues from the M11 and the existing harsh urban edge in this location which could be replaced by a distinctive gateway development.

Level 1**Part A: Strategic Considerations****Conformity with the Council's Sustainable Development Strategy (SDS)**

Criteria	Performance (fill with relevant colour R G B or RR R A G GG etc and retain only chosen score text)	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	

Flood Risk

Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.

Green Belt

Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.85km	Red: Extending the urban edge further south would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	Amber: The development moves the urban edge further southwest would decrease the distance between the City and Hauxton. Development on this site would link physically and visually with that at Trumpington Meadows and Glebe Farm
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City
Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation	Red: Development would extend the urban edge down the slope to meet the M11 corridor and effectively

		lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge.
Distinctive urban edge	R = Existing high quality edge, significant negative impacts incapable of mitigation	Red: The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape.
Green corridors penetrating into the City	A = Negative impact from loss of land forming part of green corridor	Amber: The whole development site would intrude into the river corridor and visually dominate it.
The distribution, physical separation, setting, scale and character of Green Belt villages	A = Negative impacts but capable of partial mitigation	Amber: Decreases distance between City and Hauxton. Development is set high relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter relationship between the two.
A landscape which has a strongly rural character	A = No impacts or impacts capable of mitigation	Amber: The landscape is rural, although clearly an urban edge site.
Overall conclusion on Green Belt	RR = Very high and high impacts	Red Red: The development site is open and highly visible from areas to the west, south and southeast. There would be a significant adverse impact on the purposes of Green Belt in

		terms of openness and setting of the City.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is / less sensitive / not likely to be impacted / or impacts are capable of mitigation	Amber: This site is only developable in tandem with land in South Cambridgeshire. The northern boundary of adjoining sites SC68 and SC69 lie close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation.
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: This site is only developable in tandem with land in South Cambridgeshire. The applicant has commented that the development would be accessed and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings. County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification accommodate additional

		traffic.
Would allocation of the site have a significant impact on the local highway capacity?	A = Insufficient capacity. Negative impacts capable of appropriate mitigation.	Amber: This site is only developable in tandem with land in South Cambridgeshire. A full transport assessment would be required to accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity. Development for 500 homes could generate a need for 4,250 all mode daily trips based on Southern Corridor Area Transport Plan trip rates.
Would allocation of the site have a significant impact on the strategic road network capacity?	A = Insufficient capacity. Negative impacts capable of appropriate mitigation.	Amber: This site is only developable in tandem with land in South Cambridgeshire. A full transport assessment would be required to accompany any application. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).
Is the site part of a larger site and could it prejudice development of any strategic sites?	G = No	Green: The site is part of a larger site including land in South Cambridgeshire but it would not prejudice their development. The development would form a further phase of the Trumpington Meadows development.
Are there any known legal issues/covenants that could constrain development of the site?	G = No	Green: Not aware of any legal issues/covenants
Timeframe for bringing the site forward for	A = Start of construction between 2017 and 2031	Amber: The Call for Sites questionnaire states that

development?		development is possible between 2011 and 2016, but that is considered to be unrealistic.
Would development of the site require significant new / upgraded utility infrastructure?	A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation.	<p>Amber: This site is only developable in tandem with land in South Cambridgeshire. Improved utility infrastructure is likely to be required as follows.</p> <p>Electricity - Not supportable from existing network. Significant reinforcement and new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Significant reinforcement would be required to support the development.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required</p>

		to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.
Would development of the site be likely to require new education provision?	A = School capacity not sufficient, constraints can be appropriately mitigated	Amber: Provisional assessment. This site is only developable in tandem with land in South Cambridgeshire. The consented development to the north includes a 420 place, 2 forms of entry Primary School sufficient to serve that development, located to the west of the Park & Ride site and incorporating open space for play and sports use. After allowing for surplus school places, the development of a site of this size would be likely to have to make provision on site for new primary school education, and possibly in combination with other sites, for secondary school education. The new primary school on the consented site is being built on a tight site with limited capacity for expansion. The proposed additional housing is not great enough by itself to justify an additional new primary school. It is unclear whether the existing primary school could be expanded into a 3 form of entry school sufficient to provide primary education to children from this site, but this is considered to be unlikely without the redesign of part of the consented site to provide for a bigger school site.
Is the site allocated or safeguarded in the Minerals and Waste LDF?	G = Site is not within an allocated or safeguarded area.	Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south

		<p>as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</p>
Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?	A = Site or part of site within the SZ	Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works exceeding 90m/295ft in height.

Level 2		
Accessibility to existing centres and services		
Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R= >800m	Red: 1.20km ACF - Trumpington.
How far is the nearest health centre or GP service in Cambridge?	R= >800m	Red: 1.40km ACF - Trumpington
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	G = Good scope for integration with existing	Green: Site would integrate with new community to be

	communities / of sufficient scale to create a new community	developed at Trumpington Meadows
How far is the nearest secondary school?	A = 1-3km	Amber: 1.40km ACF – Parkside Federation proposed School at Clay Farm
How far is the nearest primary school?	City preference: G = <400m or non-housing allocations or site large enough to provide new school SCDC: G = <1km or non housing allocation or site large enough to provide new school	Green: Measured to the new primary school at Trumpington Meadows.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:
Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G = No	Green:
If the site is protected open space can the open space be replaced according to CLP Local Plan policy 4/2 Protection of Open Space or South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not applicable
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan	Green Green: This site is only developable in tandem with land in South Cambridgeshire. The Call for Sites

space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?	standards	questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.99km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green:
Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	Amber:
Sustainable Transport		
Criteria	Performance	Comments
What type of public transport service is accessible at the edge of the site?	A = service meets requirements of high quality public transport in most but not all instances	Amber: Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
How far is the site from an existing or proposed train station?	R= >800m	Red: 3.12km ACF – Great Shelford
What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: Provided either the link along Hauxton Rd is widened or there is an alternative link to Trumpington Meadows. It should also link to the Hauxton/Harston route. The ongoing route to Trumpington remains poor.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Green: 532m ACF to Trumpington Park and Ride from centre of site..
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Green, Green: 10 minute service.
SCDC Sub-Indicator: Typical public transport	20 minutes or less (6)	Green, Green: 18 minute journey time. (Trumpington

journey time to Cambridge City Centre		Park and Ride – Cambridge, nr St. Andrew’s Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.85km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to an AQMA, the M11 or the A14?	R = Within or adjacent to an AQMA, M11 or A14	Red:
Would the development of the site result in an adverse impact/worsening of air quality?	A = Adverse impact	Amber: This site is only developable in tandem with land in South Cambridgeshire. Site adjoins the M11 and A1309 which already experience poor air quality.
Are there potential noise and vibration problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Provisional assessment. There are high levels of ambient / diffuse traffic noise and other noise sources. Noise likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and at least half the site nearest M11 and to a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night: PPG24 advice is “Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise”. Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation

		<p>scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing M11 / , acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p>
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Residents of the site may experience impacts from road lighting and headlights.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green:
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Land contamination found at former Monsanto site, site may require further investigation.
Protecting Groundwater		
Criteria	Performance	Comments
<p>Would development be within a source protection zone? Groundwater sources (e.g. wells, boreholes and springs) are used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area.</p>	G = Not within SPZ1 or allocation is for greenspace	Green:

Protecting the townscape and historic environment (*Landscape addressed by Green*)

<i>Belt criteria)</i>		
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.

Making Efficient Use of Land		
Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	A = Some loss of Grade 1 and 2 land	Amber: All of wider site is grade 2 land.
Would development make use of previously developed land (PDL)? (CITY)	R = No	Red:
Would development make use of previously developed land (PDL)? (SCDC)	A=No	Amber:
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Greatest impact would be upon farmland species for which this parcel of land has been specifically set-a-side to mitigate the

achieve Biodiversity Action Plan targets?)		adjacent residential development of Trumpington Meadows. Farmland species including large flocks of golden plover, common toad, brown hares and skylark would be lost. Opportunity for habitat linkage/enhancement/restoration by attenuation measures.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green:
Any other information not captured above?		
No Public Rights of Way but a footpath link across the site is planned to link the planned country parks north and south of the M11 which passes through the proposed site.		
Health facilities. Plans in place for the planned development at the Southern Fringe will provide for enough capacity for the growth currently planned. Any additional development on the fringes is likely to need new infrastructure.		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after allowing scope for mitigation)	R = Significant constraints or adverse impacts	Red Red: - Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	

**Cambridge City Council / South Cambridgeshire District Council
Green Belt Site and Sustainability Appraisal Assessment Proforma**

Site Information	Broad Location 4 Hauxton Road
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Site reference number(s): SC69

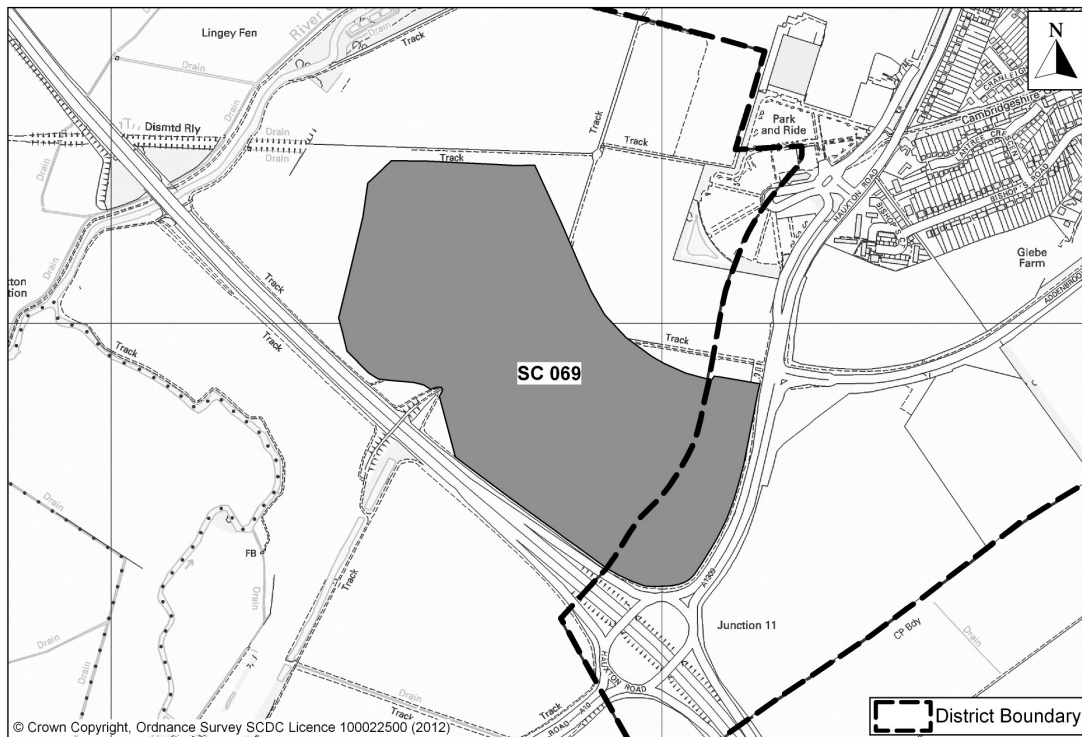
Site name/address: Land west of Hauxton Road, Trumpington

Functional area (taken from SA Scoping Report): *City only (South)*

Photo:

View across site from Hauxton Road looking north west.

Map:



Site description:

The site lies to the south of Trumpington and consists of a large area of open countryside immediately northeast of Junction 11 of the M11. The adjoining City SHLAA sites CC914a and CC914b adjoin the A1309 Hauxton Road to the east and the M11 to the south. The north western and northern boundaries are undefined on site but will abut the planned boundaries of a larger approved urban extension comprising 1,200 dwellings and its accompanying Country Park.

The site is generally flat but gently slopes down towards the M11 and the north-western corner where it drains into the river Cam. The site has no distinguishing features save for the remains of “Shepherds Cottage” towards the middle of the site.

Current use:

Arable agriculture

Proposed use(s):

Site SC69 (and CC914b) - A further urban extension of the consented Trumpington Meadows residential community, for approximately 420 dwellings with additional sports facilities between the new urban edge and the M11 and a new Community Stadium, together forming the Cambridge Sporting Village development (including relocation of Cambridge United FC). The site also has the potential to accommodate the relocation of Cambridgeshire Constabulary from Parkside.

SHLAA sites SC68 and CC914a are for the same land, but with more houses and without the Community Stadium.

Site size (ha): South Cambridgeshire 27.56

Assumed net developable area: Approximately 50%

Assumed residential density: 40 dph

Potential residential capacity: Up to 420 dwellings

Site owner/promoter: Known

Landowner has agreed to promote site for development?: Yes

Site origin: SHLAA Call for Sites

Relevant planning history:

2008. This is part of a larger site, which was the subject of an outline planning application S/0054/08/O. This outline has granted consent for 1200 dwellings to the north of this site and a Country Park to the northwest. A reserved matter planning consent has been granted for 353 dwellings and construction has started on site. Also to the north a reserved matters planning consent has been granted for a two-form entry Primary School (420 pupils). Construction work is due to start soon with completion in mid 2013.

2006. The land to the north which is now consented was taken out of the Green Belt. The Cambridge Local Plan Inspector justified this for the following reasons: the high proportion of previously developed land on the Monsanto site, the sustainability of the location close to services and facilities with good public transport, the lack of evidence for noise and amenity issues from the M11 and the existing harsh urban edge in this location which could be replaced by a distinctive gateway development.

Level 1		
Part A: Strategic Considerations		
Conformity with the Council's Sustainable Development Strategy (SDS)		
Criteria	Performance	Comments
Is the site within an area that has been identified as suitable for development in the SDS?	R = No G = Yes	
Flood Risk		
Criteria	Performance	Comments
Is site within a flood zone?	G = Flood risk zone 1	Green:
Is site at risk from surface water flooding?	G = Low risk	Green: Site subject to minor surface water flood risk but capable of mitigation.
Green Belt		
Criteria	Performance	Comments
What effect would the development of this site have on Green Belt purposes, and other matters important to the special character of Cambridge and setting?	See below	The site is open and highly visible from areas to the west, south and southeast. There would be adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
To preserve the unique character of Cambridge as a compact and dynamic City with a thriving historic core	The straight line distance from the edge of the defined City Centre to the approximate centre of the site is 3.85km	Red: Extending the urban edge further south would cause the City to extend as far as the M11 motorway and thus negatively impact on the compact nature of the City.
To prevent communities in the environs of Cambridge from merging into one another and with the City.	A = Some impact, but capable of mitigation	Amber: The development moves the urban edge further southwest would decrease the distance between the City and Hauxton. Development on this site would link physically and visually with that at Trumpington Meadows and Glebe Farm
To maintain and enhance the quality of the setting of Cambridge	RR = Very high and high impacts	Red Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. It would extend the City southwest in the form of an isolated promontory. The development would have a severe adverse impact on the setting of the City

Key views of Cambridge / Important views	R = Significant negative impact from loss or degradation of views.	Red: Development would extend the urban edge down a visually exposed southwest facing slope to meet the M11 corridor. The development would have a severe adverse impact on views from the west and south.
Soft green edge to the City	R = Existing high quality edge, significant negative impacts incapable of mitigation	Red: Development would extend the urban edge down the slope to meet the M11 corridor and effectively lead to the loss of green foreground. The Trumpington Meadows development has been designed to achieve a soft green and distractive urban edge.
Distinctive urban edge	R = Existing high quality edge, significant negative impacts incapable of mitigation	Red: The Trumpington Meadows development has been designed to include a distinctive urban edge with a green foreground. Similar quality development could be developed nearer to the M11, but the green foreground would be largely lost and the noise mitigation measures necessary would be greater. Development would form a new edge against the M11 blocking views to townscape and landscape.
Green corridors penetrating into the City	A = Negative impact from loss of land forming part of a green corridor, but capable of mitigation	Amber: The development site would intrude into the river corridor and visually dominate it.
The distribution, physical separation, setting, scale and character of Green Belt villages	A = Negative impacts but capable of partial mitigation	Amber: Decreases distance between City and Hauxton. Development is set high relative to Hauxton and there will be a clear view to the development from the northern edge of the village. Removed mitigating edge landscapes between Cambridge and Hauxton will alter relationship between the two.
A landscape which has a strongly rural character	A = No impacts or impacts capable of mitigation	Amber: The landscape is rural, although clearly an urban edge site.
Overall conclusion on	RR = Very high and high	The development site is open

Green Belt	impacts	and highly visible from areas to the west, south and southeast. There would be a significant adverse impact on the purposes of Green Belt in terms of openness and setting of the City.
Impact on national Nature Conservation Designations		
Criteria	Performance	Comments
Would allocation impact upon a Site of Special Scientific Interest (SSSI)?	G = Site is not near to an SSSI with no or negligible impacts	Green:
Impact on National Heritage Assets		
Criteria	Performance	Comments
Will allocation impact upon a Scheduled Ancient Monument (SAM)?	A = Site is adjacent to a SAM that is less sensitive / not likely to be impacted / or impacts are capable of mitigation	Amber: The northern boundary lies close to a Romano-British settlement scheduled monument. Impacts are considered to be capable of mitigation.
Would development impact upon Listed Buildings?	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Part B: Deliverability and other constraints		
Criteria	Performance	Comments
Is there a suitable access to the site?	A = Yes, with mitigation	Amber: The applicant has commented that the development would be accessed and serviced off the primary street through Trumpington Meadows, and that the northern and southern junctions onto Hauxton Road can, if necessary, be modified to provide sufficient capacity to accommodate the additional dwellings. County Highways have commented that access onto Hauxton Road would not be permitted. Any application would need to demonstrate that the northern and southern junctions can, after necessary modification accommodate additional traffic.

<p>Would allocation of the site have a significant impact on the local highway capacity?</p>	<p>A = Insufficient capacity. Negative impacts capable of appropriate mitigation.</p>	<p>A full transport assessment would be required to accompany any application including a residential travel plan, junction modelling of the area to assess network capacity and appropriate mitigation, including impact on public transport journey times and capacity.</p> <p>Development for 500 homes could generate a need for 4,250 all mode daily trips based on Southern Corridor Area Transport Plan trip rates.</p>
<p>Would allocation of the site have a significant impact on the strategic road network capacity?</p>	<p>A = Insufficient capacity. Negative impacts capable of appropriate mitigation.</p>	<p>Amber: A full transport assessment would be required to accompany any application. The Highways Agency advice is that sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor, though this is probably mitigable (subject to a suitable assessment).</p>
<p>Is the site part of a larger site and could it prejudice development of any strategic sites?</p>	<p>G = No impact</p>	<p>Green: The site is part of a larger site including land in Cambridge but it would not prejudice their development. The development would form a further phase of the Trumpington Meadows development.</p>
<p>Are there any known legal issues/covenants that could constrain development of the site?</p>	<p>G = No</p>	<p>Green:</p>
<p>Timeframe for bringing the site forward for development?</p>	<p>A = Start of construction between 2017 and 2031</p>	<p>Amber: The Call for Sites questionnaire states that development is possible between 2011 and 2016, but that is considered to be unrealistic.</p>
<p>Would development of the site require significant new / upgraded utility infrastructure?</p>	<p>A = Yes, significant upgrades likely to be required, constraints capable of appropriate mitigation</p>	<p>Amber: Improved utility infrastructure is likely to be required as follows. Electricity - Not supportable from existing network. Significant reinforcement and</p>

		<p>new network required.</p> <p>Mains water - The site falls within the CWC Cambridge Distribution Zone, within which there is a minimum spare capacity of 3,000 properties based on the peak day for the distribution zone, less any commitments already made to developers. There is insufficient spare capacity within Cambridge Distribution Zone to supply the number of proposed properties which could arise if all the SHLAA sites within the zone were to be developed. CWC will allocate spare capacity on a first come first served basis. Development requiring an increase in capacity of the zone will require either an upgrade to existing boosters and / or new storage reservoir, tower or booster plus associated mains.</p> <p>Gas - Significant reinforcement would be required to support the development.</p> <p>Mains sewerage - There is sufficient capacity at the Cambridge WWTW to accommodate this development site. The sewerage network is approaching capacity and a pre-development assessment will be required to ascertain the specific capacity of the system with regards to this site. If any mitigation is deemed necessary this will be funded by the developer.</p>
<p>Would development of the site be likely to require new education provision?</p>	<p>A = School capacity not sufficient, constraints can be appropriately mitigated</p>	<p>Amber: Provisional assessment. The consented development to the north includes a 420 place, 2 forms of entry Primary School sufficient to serve that development, located to the west of the Park & Ride site and incorporating open space for play and sports use. After allowing for surplus school places, the development of a site of this size would be likely to have to make provision on</p>

		<p>site for new primary school education, and possibly in combination with other sites, for secondary school education. The new primary school on the consented site is being built on a tight site with limited capacity for expansion. The proposed additional housing is not great enough by itself to justify an additional new primary school. It is unclear whether the existing primary school could be expanded into a 3 form of entry school sufficient to provide primary education to children from this site, but this is considered to be unlikely without the redesign of part of the consented site to provide for a bigger school site.</p>
<p>Is the site allocated or safeguarded in the Minerals and Waste LDF?</p>	<p>G = Site is not within an allocated or safeguarded area.</p>	<p>Green: The adopted Minerals and Waste Core Strategy, Policy CS16, identifies Cambridge south as a Broad Location for a new Household Recycling Centre (HRC). This site falls within this broad location. Policy CS16 requires major developments to contribute to the provision of HRCs, consistent with the adopted RECAP Waste Management Guide. Contributions may be required in the form of land and / or capital payments. This outstanding infrastructure deficit for an HRC must be addressed, such infrastructure is a strategic priority in the NPPF.</p> <p>This site does not fall within a Minerals Safeguarding Area; a WWTW or Transport Zone Safeguarding Area; or a Minerals or Waste Consultation Area.</p>
<p>Is the site located within the Cambridge Airport Public Safety Zone (PSZ) or Safeguarding Zone?</p>	<p>A = Site or part of site within the SZ</p>	<p>Amber: Location within a zone will not in itself prevent development, it depends upon the nature of the development and its height. No erection of buildings, structures or works</p>

		exceeding 90m/295ft in height.
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Level 2

Accessibility to existing centres and services

Criteria	Performance	Comments
How far is the site from the nearest District or Local centre?	R = >800m	Red: 1.20km ACF - Trumpington
How far is the nearest health centre or GP service in Cambridge?	R = >800m	Red: 1.40km ACF - Trumpington
Would development lead to a loss of community facilities?	G = Development would not lead to the loss of any community facilities or appropriate mitigation possible	Green:
Site integration with existing communities?	G = Good scope for integration with existing communities / of sufficient scale to create a new community	Green: Site would integrate with new community to be developed at Trumpington Meadows. The new community stadium and playing fields would create a facility of importance for communities from across the County
How far is the nearest secondary school?	A = 1-3km	Amber: 1.40km ACF – Parkside Federation Proposed School Clay Farm
How far is the nearest primary school?	City preference: G = <400m or non-housing allocations or site large enough to provide new school SCDC: G = <1km or non housing allocation or site large enough to provide new school	Green: Measured to the new primary school at Trumpington Meadows.
Would development protect the shopping hierarchy, supporting the vitality and viability of Cambridge, Town, District and Local Centres?	G = No effect or would support the vitality and viability of existing centres	Green:

Accessibility to outdoor facilities and green spaces		
Criteria	Performance	Comments
Would development result in the loss of land protected by Cambridge Local Plan (CLP) policy 4/2 or South Cambridgeshire Development Control policy SF/9? (excluding land which is protected only because of its Green Belt status).	G = No	Green:
If the site is protected open space, would the loss or replacement of the open space be consistent with CLP Local Plan policy 4/2 Protection of Open Space (for land in Cambridge), or with South Cambridgeshire Development Control policy SF/9 (for land in South Cambridgeshire)?	R=No G=Yes	Not applicable
If the site does not involve any protected open space would development of the site be able to increase the quantity and quality of publically accessible open space / outdoor sports facilities and achieve the minimum standards of onsite public open space (OS) provision?	GG = Development would create the opportunity to deliver significantly enhanced provision of new public open spaces in excess of adopted plan standards	Green, Green: The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Supporting Economic Growth		
Criteria	Performance	Comments
How far is the nearest main employment centre?	A = 1-3km	Amber: 2.99km ACF – nearest employment 2000+ employees
Would development result in the loss of employment land identified in the Employment Land Review?	G = No loss of employment land / allocation is for employment development	Green: No loss of employment land.

Would allocation result in development in deprived areas of Cambridge?	A = Not within or adjacent to the 40% most deprived Super Output Areas within Cambridge according to the Index of Multiple Deprivation 2010.	
Sustainable Transport		
Criteria	Performance	Comments
CITY What type of public transport service is accessible at the edge of the site?	A = Service meets requirements of high quality public transport in most but not all instances	Amber: Beyond 400m of P&R site and does not benefit from all aspects of a HQPT service.
CITY How far is the site from an existing or proposed train station?	R = >800m	Red: 3.12km ACF – Great Shelford
CITY What type of cycle routes are accessible near to the site?	A = Medium quality off-road path.	Amber: Provided the link from Harston/Hauxton to Trumpington Meadows is provided. This would provide a good route to the busway but, as above, the route to Trumpington is poor.
SCDC Would development reduce the need to travel and promote sustainable transport choices:	RR = Score 0-4 from 4 criteria below R = Score 5-9 from 4 criteria below A = Score 10-14 from 4 criteria below G = Score 15-19 from 4 criteria below GG = Score 19-24 from 4 criteria below	Green, Green: Total Score = 22
SCDC Sub-indicator: Distance to a bus stop / rail station	Within 600m (4)	Green: 532m ACF to Trumpington Park and Ride from the centre of the site.
SCDC Sub-indicator: Frequency of Public Transport	10 minute service or better (6)	Green, Green: 10 minute service.
SCDC Sub-Indicator: Typical public transport journey time to Cambridge City Centre	20 minutes or less (6)	Green, Green: 18 minute journey time. (Trumpington Park and Ride – Cambridge, nr St. Andrew's Street).
SCDC Sub-indicator: Distance for cycling to City Centre	Up to 5km (6)	Green, Green: 3.85km ACF
Air Quality, pollution, contamination and noise		
Criteria	Performance	Comments
Is the site within or near to	R = Within or adjacent to an	Red:

<p>an AQMA, the M11 or the A14?</p>	<p>AQMA, M11 or A14</p>	
<p>Would the development of the site result in an adverse impact/worsening of air quality?</p>	<p>A = Adverse impact</p>	<p>Amber: Site adjoins the M11 and A1309 which already experience poor air quality.</p>
<p>Are there potential noise and vibration problems if the site is developed, as a receptor or generator?</p>	<p>A = Adverse impacts capable of adequate mitigation</p>	<p>Amber: There are high levels of ambient / diffuse traffic noise and other noise sources. Noise likely to influence the design / layout and number / density of residential premises. The site is similar to North West Cambridge and at least half the site nearest M11 and to a lesser distance from Hauxton Road, is likely to be NEC C (empty site) for night: PPG24 advice is "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise". Residential could be acceptable with high level of transport noise mitigation: combination of appropriate distance separation, careful orientation / positioning / design / internal layout of buildings, noise insulation scheme and extensive noise attenuation measures to mitigate traffic noise (single aspect, limited height, sealed non-openable windows on façade facing M11 / , acoustically treated alternative ventilation, no open amenity spaces such as balconies / gardens). This site requires a full noise assessment including consideration of any noise attenuation measures such as noise barriers / berms and of practical / technical feasibility and financial viability.</p> <p>The impact of any new Community Stadium would need noise impact assessment and</p>

		careful design and integration with any nearby housing.
Are there potential light pollution problems if the site is developed, as a receptor or generator?	A = Adverse impacts capable of adequate mitigation	Amber: Residents of the site may experience impacts from road lighting and headlights. Stadium floodlighting would need careful design but can be conditioned.
Are there potential odour problems if the site is developed, as a receptor or generator?	G = No adverse effects or capable of full mitigation	Green:
Is there possible contamination on the site?	A = Site partially within or adjacent to an area with a history of contamination, or capable of remediation appropriate to proposed development	Amber: Land contamination found at former Monsanto site, site may require further investigation.
Protecting Groundwater		
Criteria	Performance	Comments
Would development be within a source protection zone?	G = Not within SPZ1 or allocation is for greenspace	Green:

Protecting the townscape and historic environment (<i>Landscape addressed by Green Belt criteria</i>)		
Criteria	Performance	Comments
Would allocation impact upon a historic park/garden?	G = Site does not contain or adjoin such areas, and there is no impact to the setting of such areas	Green:
Would development impact upon a Conservation Area?	G = Site does not contain or adjoin such an area, and there is no impact to the setting of such an area	Green:
Would development impact upon buildings of local interest (Cambridge only)	G = Site does not contain or adjoin such buildings, and there is no impact to the setting of such buildings	Green:
Would development impact upon archaeology?	A = Known archaeology on site or in vicinity	Amber: Non-statutory archaeological site - Excavations in advance of development to the north have identified extensive evidence for Neolithic, Iron Age, Roman and Saxon activity.

Making Efficient Use of Land

Criteria	Performance	Comments
Would development lead to the loss of the best and most versatile agricultural land?	R = Significant loss (20 ha or more) of grades 1 and 2 land	Red: All of site is grade 2 land.
Would development make use of previously developed land (PDL)?	R = No	Red: Insignificant PDL on site.
Would development make use of previously developed land (PDL)? SCDC	A = No	Amber:
Biodiversity and Green Infrastructure		
Criteria	Performance	Comments
Would development impact upon a locally designated wildlife site i.e. (Local Nature Reserve, County Wildlife Site, City Wildlife Site)	G = Does not contain, is not adjacent to or local area will be developed as greenspace	Green:
Does the site offer opportunity for green infrastructure delivery?	G = Development could deliver significant new green infrastructure	Green: The Call for Sites questionnaire refers to new open spaces, woodland, meadows and a community orchard.
Would development reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan targets?)	G = Development could have a positive impact by enhancing existing features and adding new features or network links	Green: Greatest impact would be upon farmland species for which this parcel of land has been specifically set-a-side to mitigate the adjacent residential development of Trumpington Meadows. Farmland species including large flocks of golden plover, common toad, brown hares and skylark would be lost. Opportunity for habitat linkage/enhancement/restoration by attenuation measures.
Are there trees on site or immediately adjacent protected by a Tree Preservation Order (TPO)?	G = Site does not contain or adjoin any protected trees	Green:
Any other information not captured above?		
Conclusions		
Cross site comparison		
Level 1 Conclusion (after	R = Significant	Red:

allowing scope for mitigation)	constraints or adverse impacts	- Very significant impact on Green Belt purposes
Level 2 Conclusion (after allowing scope for mitigation)	A = Some constraints or adverse impacts	Amber: - Distant from existing services and facilities - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11
Overall Conclusion	R = Site with no significant development potential (significant constraints and adverse impacts)	Red:
Viability feedback (from consultants)	R = Unlikely to be viable, A = May be viable G = Likely to be viable	